76. Means of communication in the Pattanamtitta taluk.

Mr. Kosi Mathai (Member, Pattanamtitta Taluk) stated that the first matter that he had to represent was the necessity for the construction of a bridge at the Kaipattur ferry. He emphasised the importance of the place as the junction of several roads and said that its need was recognised even by the Government as seen from their investigations. What enhanced the importance of the place was its proximity to several estates, and the large volume of the traffic there. The Member prayed that the fact of the ferry being away from the Main Central Road should not be made an excuse for not sanctioning the construction of a bridge there.

The next prayer of the Member was the improvement of the Pattanamtitta-Kozhancheri road, 8 miles in length, which was now in a miserable condition. It was the principal road in the taluk and should be metalled and rendered fit for cart traffic all the year round.

The Member then suggested that the village road from Kaipattur to Konni be improved and made cartable. He said that the late Dewan, Mr. Krishnan Nair, had promised that steps would be taken to improve its condition; but nothing had so far been done in the matter. The people had improved a small portion of the road, but the hilly part of it at Vallikkode remained to be attended to. A bridge by the side was necessary at Vazhamuttam, but the people would be satisfied with a culvert for the time being.

Dewan's reply.—The bridge at Kaipattur will be treated as an urgent work and taken up early.

The metalling of the Pattanamatitta-Kozhancheri road costs over Rs. 50,000. It can, therefore, be done only section by section.

You may show me the village road from Kaipattur to Konni when I next visit the locality. This work must come last. The first two items will have to be attended to earlier.

77. Facilities for communication in the eastern parts of Chengalin.

Mr. S. Padmanabha Panikkar (Member, Nominated) represented the urgency of Mulakkuzha-Kidangannur road which branched off from the 71st mile of the M. C. road, and which was opened by the people of the locality, should be taken up for maintenance by the Government. He also prayed that certain culverts be constructed on the Pantalam-Aranmula road and that the Tumpamon-Kozhancheri road be brought under departmental maintenance at once.

The Member then invited the attention of the Government to the condition of certain lanes in the old Chengannur taluk, and pointed out that the lane which began from the front gate of Ayattil Puthanvidu and ran along Kottamadam and other places was greatly narrowed by encroachments, and requested Government to arrange for their removal and the widening of the lane. That was the only means of communication during floods for the inhabitants living in Sabarimala and other eastern parts of the taluk who had to go to the First Class Magistrate's Court, Munsiff's Court, etc., at Chengannur. The Member also prayed that arrangements might be made with the people of Ilavantitta for the improvement of the last mile of the lane which began from Kulanada on the Pantalam-Aranmula road and terminated at Ilavantitta.

Dewan's reply.—The roads that have already been finished will be taken over by the Government for maintenance, and the necessary culverts will be constructed.

78. Certain urgent requirements of the Shertallai taluk in the matter of communications and bunds for the improvement of cultivation.

Mr. P. K. Mathew (Member, Shertallai Taluk) prayed for the following various works.

The several roads in the taluk should be linked together and made cartable and 2 bridges should be constructed over the Alleppey-Shertallai canal, one to the west of the Munsiff's court and the other to the west of the Kutcherry. Early repair to the present bridges over the Palli *thodu*

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The road from Shertallai to Tannirmukkam, which was three miles long, should be completed and two elevated bridges constructed on that road, one over the Kattachira river and the other over the canal running to the east of that river. Another road, 3 miles long from the Shertallai town westward to Arattinkal, should be opened and the same made cartable. A canal 2½ miles long should be opened connecting Muttattu *kayal* with Pozhichal in the Vayalar west *pakuthi*, both in the interests of agriculture and as a means of communication. The Member observed that the canal would not cost much, as there were small *thodus* along the way which might be made to form part of the same, and that it would be of great service to the public resorting to the Shertallai market. He added that, besides being a short-cut from Shertallai to Cochin, that canal would be of great help to the transport of manure to the cocoanut gardens in that part of the taluk. The bund at Pullanchira might be put up and maintained properly so that the ingress of salt water into the adjoining paddy fields might be checked. He also suggested the construction of a sluice at the spot.

Dewan's reply.—We are spending money on the big project of the Alleppey-Shertallai canal. As I have stated in my Address, we spent over one lakh of rupees last year on the acquisition of land and another half a lakh on the construction of the canal and connected works. Apparently, you do not want so much money to be spent on that single work. You consider that money should be spent on the construction of which are not so big, but which are, in your opinion, more urgent. In view of this, you say, Government will have no objection to reduce the grant for the Alleppey-Shertallai canal and divert a portion of the money, say Rs. 25,000 or Rs. 30,000, on other small works. As for the two bridges to be raised on the Shertallai-Tannirmukkam road, the matter requires closer investigation. An estimate for Rs. 47,000 is being worked out, and a sum of Rs. 16,000 has already been spent. Now, you want bigger bridges at once, that means a revision of the estimate. I have instructed the Chief Engineer to construct these bridges this year; but, under your proposal, the estimate will have to be revised, and the construction postponed. The matter will be looked into.

Then you want a road from Shertallai to Arattinkal. This is a very costly affair. Roads in Shertallai are very costly.

The fourth work you refer to is the opening of a *thodu* from Muttattukayal to Padinjarekayal. That has been estimated to cost about Rs. 50,000, excluding land compensation which will also come to a substantial amount, since the *thodu* has to pass through big cocoanut plantations. All these works are very costly. We will divert money from the Alleppey-Shertallai canal work and spend some amount on these works every year.

In regard to the bund at Pullanchira and a sluice in it, the Government will do the needful.

79. Some requirements of the Vaikam taluk in respect of communications and agricultural improvements.

Mr. Sankaran Madhavan Pillai (Member, Vaikam Taluk) represented that Government had been neglecting North Travancore for the past many years in the matter of providing facilities for communication, and that, though large allotments were being sanctioned in the annual budget of the State for improvements in the northern taluks, the lion's share of the expenditure went for improving the road system in the High Ranges Division.

Referring to his taluk in particular, the Member said that there were only 25 miles of roads in Vaikam, of which 25 miles alone were cartable. He, therefore, pressed for the following works:

(1) A road connecting the Vaikam-Vetchur road with the Kottayam-Vaikam road, might be constructed, so as to link Vaikam with Kottayam by a straight road, thus reducing the distance between the two towns from 24 to 13 miles.

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